

Mr. Speaker, I urge my colleagues to join me in commemorating the lives of these noble Americans. May God bless these men and women, and those that are gathered today in their memory. And God bless America.

**A BILL TO EXEMPT THE LST-325
FROM U.S. COAST GUARD IN-
SPECTIONS**

HON. TOM DAVIS

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 5, 2002

Mr. TOM DAVIS of Virginia. Mr. Speaker, I rise today to introduce legislation which will assist in the preservation and promotion of the LST-325, a symbol of American heroism and patriotism.

The LST-325 is a unique ship that needs and warrants special attention. LSTs (Landing Ship Tanks) were produced by the hundreds in the Second World War, but only a few are left today. Thousands of men served on them in the critical North Africa, Italian, and Normandy invasions. The brave young men who served on the LST-325 and its sister ships are now in the golden years of their lives, and they are spearheading this campaign to restore the LST-325 to its original glory.

Many may remember that the LST-325 was brought back to the United States last year by a group of retired veterans. Against the odds, these veterans sailed the LST-325 from Greece to Mobile, Alabama, facing fierce opposition from the seas and the weather—not to mention the bureaucracies of various nations. They overcame these hardships and succeeded magnificently. I am pleased to share with you that the average age of the crew was seventy-two years old.

Now the task is to restore the ship to create a living memorial and serve as a testament to our history and the bravery of the men who served on LSTs. My bill would specifically exempt the LST-325—like similar special category vessels such as the steamship *John W. Brown* in Baltimore, Maryland, the steamship *Lane Victory* in San Pedro, California, and the steamship *Jeremiah O'Brien*—from certain current Coast Guard technical and legal requirements (USC Title 46, Subsection 3302, subpart (I)(1)(A), (B), and (C).) These regulations apply today's laws to yesterday's ships. They only impede restoration efforts of the ship, and raise costs unnecessarily without any benefit to the ship.

This is problematic because the LST-325 is to be used strictly as a not-for-profit, historical attraction. The objective is to restore the LST-325 to its original condition so that it may tour the nation as a historical vessel to educate Americans about the role these vessels played in WWII, the Korean Conflict, and the Vietnam War. In addition, the LST-125 would serve as a monument to memorialize similar ships during the Second World War, and all those who served and died on them.

Mr. Speaker, let us honor the "Greatest Generation" and America with the restoration and memorialization of LST-325. There is clear precedent—and we are only asking to include the LST-325 to this short list of distinguished historical ships. I believe that by adding the LST-325 to this category, we would be appropriately honoring the vessel and her crew, and preserving America's history.

**RECOGNIZING THE 150TH ANNIVER-
SARY OF BORDENTOWN TOWN-
SHIP**

HON. CHRISTOPHER H. SMITH

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 5, 2002

Mr. SMITH of New Jersey. Mr. Speaker, today I rise to call attention to the 150th Anniversary of the creation of Bordentown Township by the New Jersey State Legislature. Throughout all of my 21-year tenure in Congress, I have had the privilege of representing the residents of Bordentown Township, here in the United States House of Representatives.

I believe that it is fitting and proper for a community that has a long and rich tradition like Bordentown Township to periodically celebrate its history with its current residents, so that community awareness and cooperation are deepened. To understand where you are, you must first understand where you've been.

Throughout its long history, Bordentown Township has been forced to grapple with the challenges of growth, due its desirable location along the Delaware River and its well-deserved reputation as a good place to live and raise a family. Consequently, there has been a sense of commitment among Township residents about the need to create and preserve parks, recreational areas, and open spaces, in order to uphold the character of the township.

From the earliest beginnings of Bordentown, its residents have been civic-minded. Indeed, the creation of Bordentown Borough in 1825 was prompted by the growth of population in the village of Bordentown, and calls for a more representative government. When residents decided that they wanted to have a greater say on their own schools and a separate polling district, they successfully petitioned the State of New Jersey to amend its Borough Charter in 1849.

However, the arrangement of 1849 generated much dissatisfaction because the interests of the rural Chesterfield section of the borough, and the more urban Bordentown section, were mutually incompatible. In 1852 the New Jersey Legislature divided Bordentown and Chesterfield (a more rural neighbor) into two separate communities. A similar division was conducted in 1902, when the City of Bordentown, and Bordentown Township, were separated.

The first meetings of the Bordentown Township Committee were held in an unheated shed. Later, the meetings were held in a private home when it became too cold to hold them in the shed. In 1903 Township Hall was built on Cemetery Lane.

While things are much different in Bordentown Township today, the same spirit of service and willingness to make personal sacrifices for the benefit of local residents still exists in Bordentown's elected leaders. I know, because I am friends with, and work with, many of them. For instance, the current mayor of Bordentown Township, Mark Roselli, once served as my Legislative Director, Campaign Manager, and Policy Advisor.

In addition, the Director of my Burlington/Mercer Constituent Service Center, Joyce Golden, has been a proud resident of Bordentown Township for 22 years. She currently serves on the Township's County Committee, and has often told me that she and her

husband, Marty, would not want to raise their family in any other community. Joyce and Marty are especially proud that their children have chosen to continue to live and work in Bordentown Township. Their daughter and her family have built a home in Bordentown Township, and their son serves the community as a career Firefighter/EMT for Fire District #2.

Mr. Speaker, I once again congratulate the people of Bordentown Township for preserving a community with a high quality-of-life for 150 years.

**A TRIBUTE TO RUBEN S. AYALA
FOR A LIFETIME OF PUBLIC
SERVICE**

HON. JERRY LEWIS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 5, 2002

Mr. LEWIS of California. Mr. Speaker, I would like today to pay tribute to Ruben S. Ayala, whose 45 years in elective office in California made him one of the most respected and influential political voices from San Bernardino County. Mr. Ayala, who is celebrating his 80th birthday this month, is still serving the people of California as a member of the state Unemployment Insurance Appeals Board.

Mr. Ayala began his career in politics in the same way that I and many of my colleagues became involved—as a member of the local board of education. He was elected to the Chino School Board in 1955, and he has been active in education issues throughout his career. In 1962, he was elected as a Chino City Councilman, and became the city's first elected mayor in 1964. He joined the San Bernardino County Board of Supervisors in 1966 and was chairman from 1968 to 1972. In 1974, he won a special election for State Senate, and served in that body until he retired in 1998.

I was privileged to serve in the Legislature for four years with Ruben Ayala, and found him to be a forceful advocate for the state's school children and a proud proponent of San Bernardino County. After I came to Congress, I always knew State Sen. Ayala could be counted on to work hard for the benefit and improvement of our county. We have watched it grow and mature in many ways over the years, and Ruben Ayala deserves great credit for helping foster the county's economic expansion.

The first Mexican-American to be elected to the State Senate in the 20th Century, Ruben Ayala was almost better known for his U.S. Marine Corps service and the Marine-like attitude he brought to the Legislature. When he became involved with an issue, he took action and was tenacious in pushing through legislation or demanding a response from state agencies. As chairman of the Agriculture and Water Resources Committee, he was one of the most forceful voices on water policy in California—a topic that often defines the state's political and economic agenda. He was also a primary sponsor of the legislation creating the California Conservation Corps, a very successful program that helped many cities complete parks and public works projects.

Mr. Speaker, the quality of Mr. Ayala's work, and the esteem that he has garnered, is evident from the fact that two parks, a street and